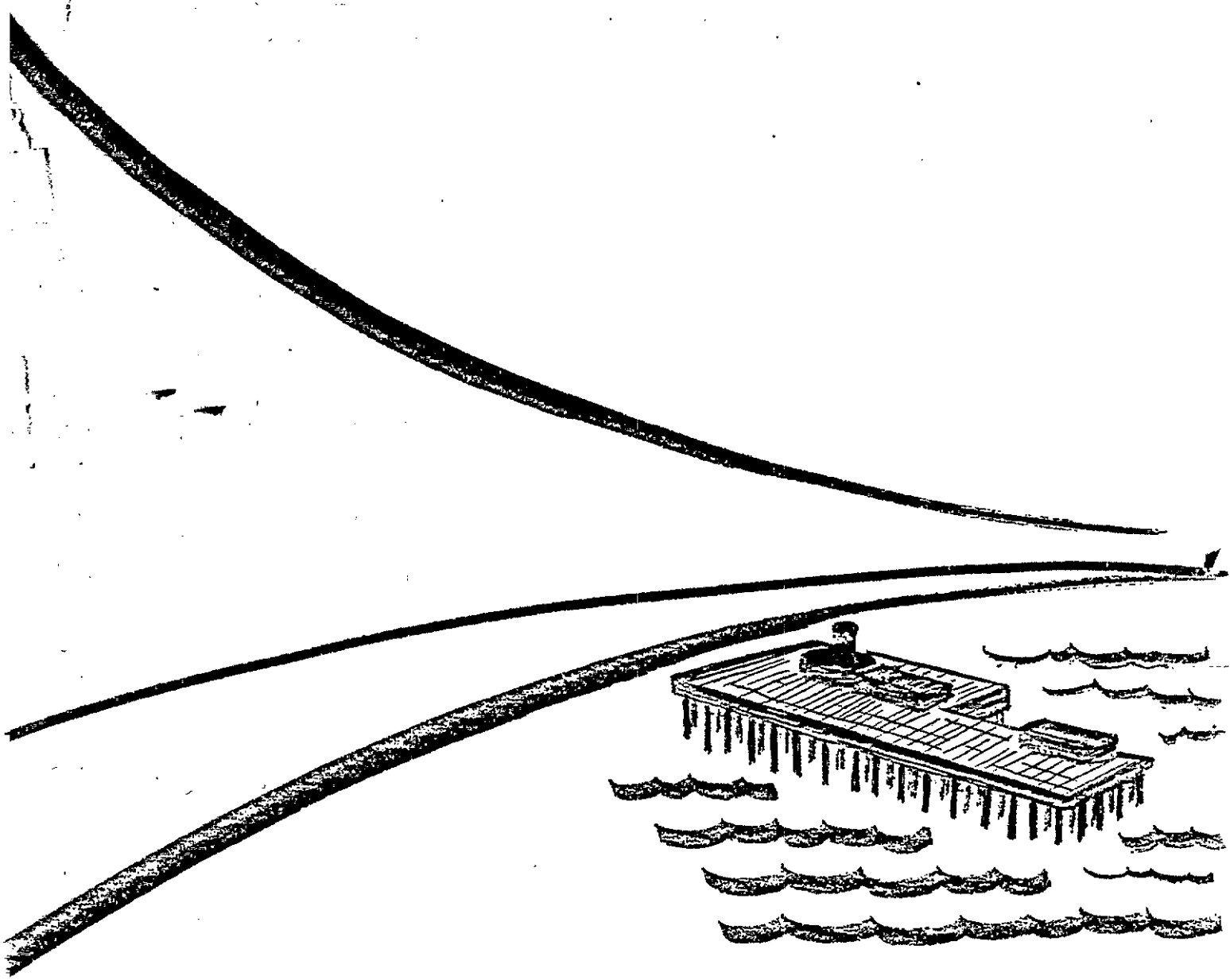
UNIT 557

SANTA MONICA STATE BEACH

GENERAL PLAN

January 1980

SANTA MONICA STATE BEACH
RESOURCE MANAGEMENT & DEVELOPMENT PLAN



CITY OF SANTA MONICA

JULY, 1979

State Beach Resource Management and Development Plan: ADDENDUM

Sand and Sea Club - The current operating agreement between the department and the City of Santa Monica includes a provision for a fund to finance eventual demolition of the Sand and Sea Club. It is recommended that the Sand and Sea Club structures be removed and replaced with landscaped parking areas, and that the restaurant, beach restroom facilities, and swimming pool, with its maintenance structures, be retained.

SANTA MONICA STATE BEACH
RESOURCE MANAGEMENT & DEVELOPMENT PLAN

This plan is not the city's Local Coastal Plan. It has been prepared in conjunction with an operating agreement between the city and the State Department of Parks & Recreation. It will be coordinated with the Local Coastal Program and has gone through the following review:

January 24, 1979:	Public Workshop review by the Local Coastal Program Technical Advisory Committee (LCP Committee)
February 21, 1979:	Public Workshop review, amendment and adoption by LCP Committee
June 4, 1979:	Public Hearing review, amendment and adoption by Planning Commission.
July 24, 1979:	Public Hearing review, amendment and adoption by City Council

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TABLE OF CONTENTS

INTRODUCTION

-- PURPOSE

-- SUMMARY OF PLAN

I INTRODUCTION

1.1 A. PURPOSE

Effective planning for a coastal recreational resource such as the Santa Monica State Beach requires that the complex and changing interrelationships between social, economic, and environmental values be managed by those decision makers implementing change at the beachfront. The Santa Monica State Beach Resource Management and Development Plan (hereafter known as the Beach Plan) is intended to function as a decision making guide which will clarify and direct the ongoing processes of the development and maintenance of the recreational potential of the Santa Monica State Beach.

The management of any physical resource is based on the identification of certain goals and objectives, that the community wishes to achieve. Subsequently there must be overall policy positions created along with more specific planning actions to establish the means to reach those goals and objectives. Together these elements comprise the framework for planning which is the second major section of this plan.

The essential purpose of the Plan, therefore, is to first present findings on the existing conditions of the coastal area; secondly to embody the needs and desires of the community in Goals and Objectives; and thirdly to set our policies and actions which will fulfill those goals and objectives. It is also intended that the Plan described here will eventually be referenced within the more comprehensive Local Coastal Program (LCP). Santa Monica's LCP will address a broader scope of issues due to the legislative mandate for consideration of statewide as well as local issues. The Beach Plan (Santa Monica State Beach Resource Management and Development Plan) will therefore contribute to the development of the more expanded and comprehensive LCP.

1.2 B. SUMMARY OF PLAN

The Beach Plan (Santa Monica State Beach Management and Development Plan) is intended as a guide for the management and development of the recreational potential of the Santa Monica State Beach. ~~The Beach Plan consists of two main sections, in addition to this introduction: Existing Conditions and the Resource Management and Development Plan.~~

2.1 Existing Conditions

This section is composed of 8 maps each with a short text describing the conditions illustrated on the map. (1) ~~The purpose of the map is to highlight~~

(1) Source: City Planning Department
Draft Santa Monica State Beach Master Plan, December 1974

~~some of the significant features of the beach area~~ and demonstrate where planning needs as well as opportunities are. The conditions that are described establish the foundation upon which planning goals and actions can be based. The basic subject matters include:

- illustrating the relationship between land uses both locally and regionally.
- ~~showing where recreational facilities are and how beach user patterns affect or are effected by these facilities.~~
- description of the basic factors which influence people's ability to get to different areas of the beach.
- discussion of the various biological elements that make up the area and how they are impacted or enhanced.
- demonstrating certain geological and seismic hazards which prevail in the beach area, or may occur, such as liquefaction of the sandy beach area during an earthquake.

.2.2 Resource Management and Development Plan

~~This section is divided into 5 main subsections~~:

- Goals & Objectives
- Standards
- Policies
- Planning Actions
- and the Land Use Map

The introduction to these subsections suggest that they all interrelate to form a framework for planning; whereas each subsection leads to another and in turn is subject to revision or refinement based upon subsequent development of another subsection. Thus it creates a circular process.

The Goals & Objectives provide the direction of the plan by establishing end products of: optimum levels of recreational facilities to meet needs, concern for environmental protection, and enhancement of the desirable visual aspects of the beach.

The Standards establish guidelines by which programs and actions recommended in the plan can be measured, to ensure that the beaches carrying capacity is not exceeded, certain recreational opportunities are provided, minimum design features are met and safety is maintained.

The Policies define broad courses of action which are more detailed

in the planning actions. They call for:

- insuring that close coordination is maintained between the city, county and state in the operation of the state beach.
- providing a variety of recreational opportunities on a year round basis.
- continuing efforts to maximize all forms of access to the beach including consideration of pedestrian access, parking and public transit.
- maintaining and enhancing the environmental quality of the beach.

The Planning Actions describe the intent of the policies in more detail and include the following considerations:

- the establishment of three recreation zones each of which would have a different level and type of development allowed.
- provisions to improve access including certain types of signs on the Santa Monica Freeway and local streets, and the rearrangement of existing parking.
- provisions for a variety of recreation opportunities including extension of the bikepath and promenade, centralized service areas providing a range of facilities such as restrooms, concessions and outdoor showers, singular purpose areas such as volleyball courts and children's playgrounds, and picnic areas with tables and barbecue pits.
- the landscaping of parks and parking lots in the beach area to improve the appearance of the beachfront.
- the continued development of the pier, both in terms of aesthetics and commercial activities.
- the maintenance of the breakwater and the number of moorings in the harbor.

~~The Land Use Map locates where facilities will be placed and where activities will occur.~~

EXISTING CONDITIONS

-- LOCATION MAP AND
DISTRIBUTION OF BEACH ATTENDANCE

-- STUDY AREA

-- EXISTING LAND USE

-- RECREATIONAL FACILITIES

-- BEACH USER DENSITY DISTRIBUTION

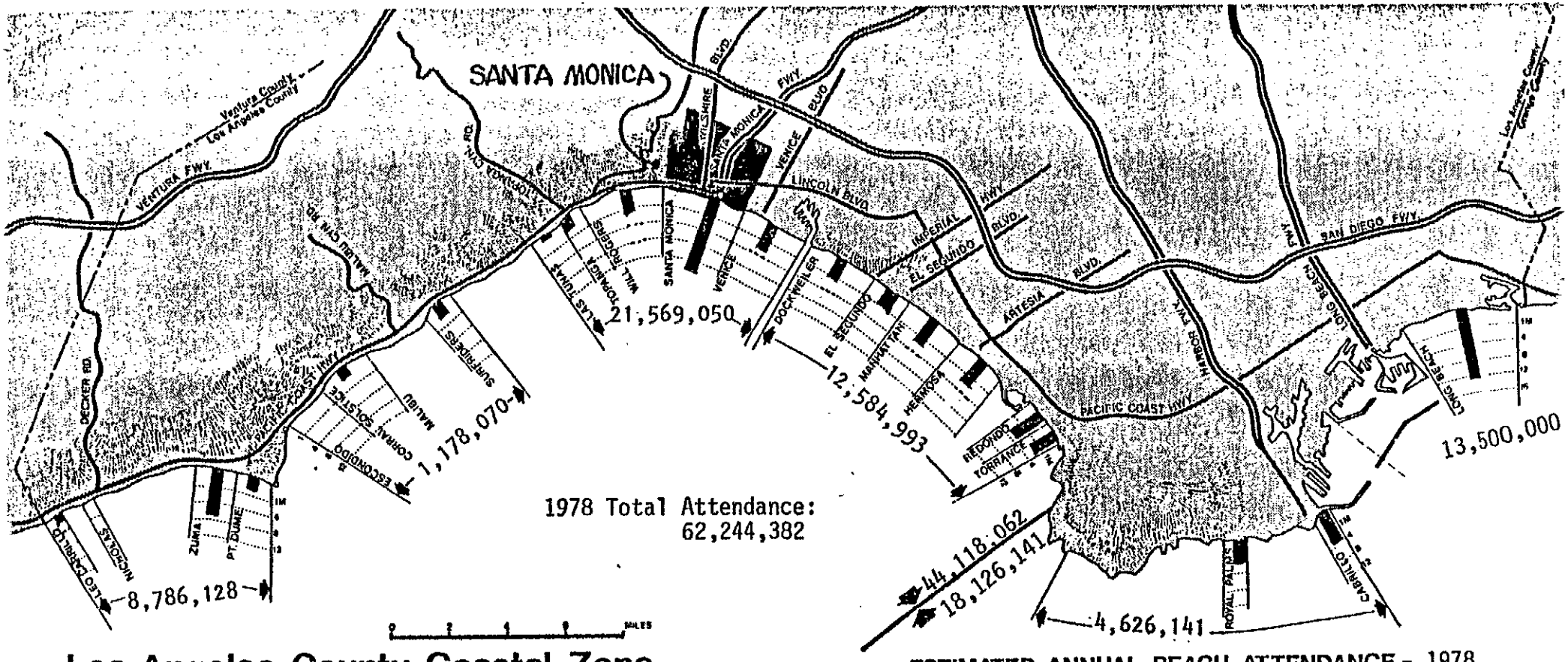
-- TRAFFIC CONDITIONS

-- TERRESTRIAL AND MARINE BIOLOGY

-- SEISMIC HAZARDS

LOCATION MAP
and
Distribution of Beach Attendance

This map locates Santa Monica State Beach in relation to other county beaches and also shows the proximity to major freeways in the area. In particular the Santa Monica Freeway, which goes directly to the Santa Monica State Beach, provides a major link to the greater metropolitan area thus contributing to its heavy use. The yearly attendance figures noted below are estimates derived from counts taken by county lifeguards. The method used to take the counts was applied consistently to each area; consequently they are useful because they provide a consistent basis for comparison between the frequency of use and the distribution of beach users of each of these areas. These figures indicate there is a greater concentration of use at Santa Monica State Beach as compared to other county beaches, and therefore suggests strong reasons for planing to preserve this resource while enhancing its accessibility.



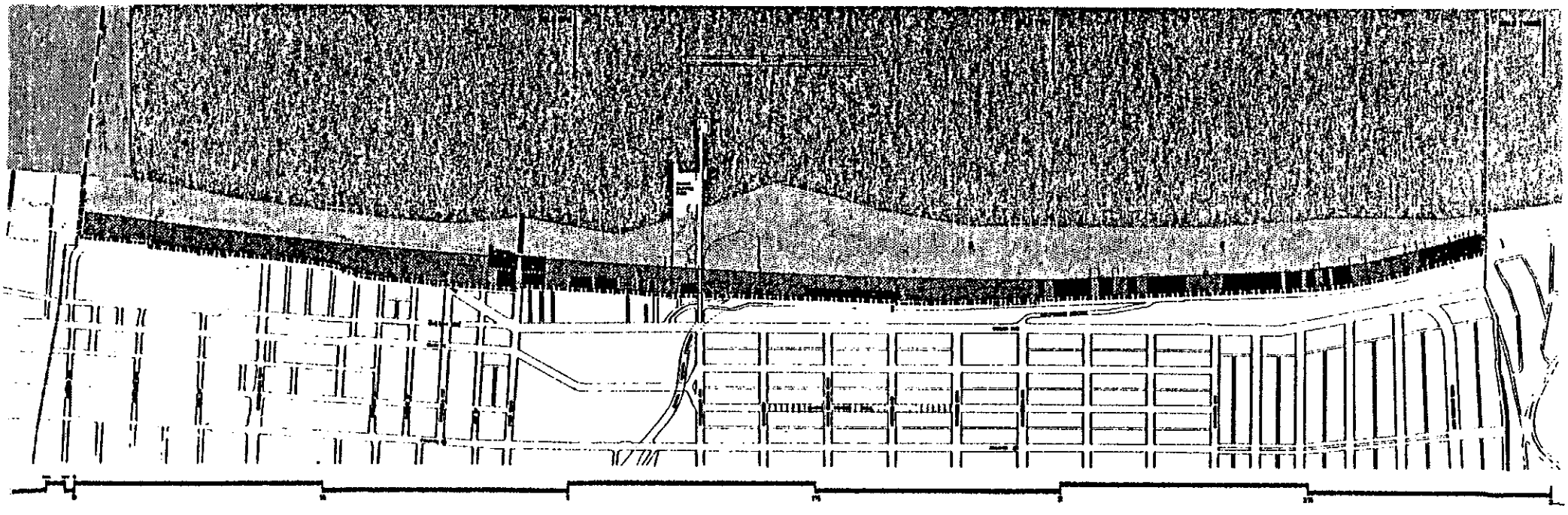
1978 Total Attendance:
62,244,382

Los Angeles County Coastal Zone

ESTIMATED ANNUAL BEACH ATTENDANCE - 1978
Source: Los Angeles County Beach Dept.
Long Beach Marine Dept.

STUDY AREA

The boundaries of the Study Area encompass all property between the northerly and southerly City limits and to the west of the Pacific Coast Highway (CA RTE 1), Appian Way, Ocean Avenue, and Barnard Way, extending seaward three miles from the current mean high tide. The focus of the Plan is on the Santa Monica State Beach which is that area of land in state ownership including the dry tidelands(sand); the wet tidelands and the remaining publicly held property. The dry tidelands are defined as that land which has accrued, either naturally or artificially westerly of the mean high tide line of 1921 up to the current high tide line. The high tide line for 1921 was established by survey as the legal property line. The wet tidelands is the area westerly of the current mean high tide seaward to the three mile limit. The remaining publicly held property includes the Pier, maintenance yards, parking and vacant lots.



Santa Monica State Beach

STUDY AREA (SANTA MONICA BEACHFRONT)

DRY TIDELANDS

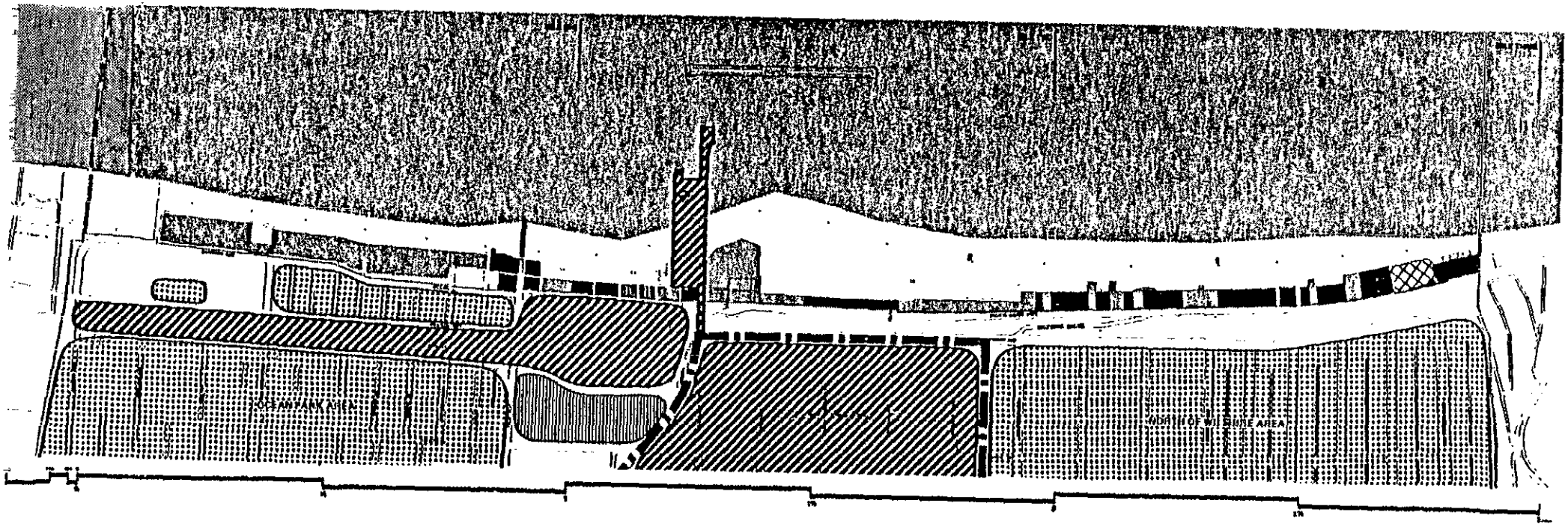
PUBLICLY HELD PROPERTY

PRIVATELY OWNED PROPERTY

Study Area

EXISTING LAND USE

This map shows basic categories of land use both in the study area and in adjacent upland areas. These upland areas are shown to illustrate the relationship between these uses and the beachfront. It should be noted that the private beach property is primarily residential. On the southern half of the upland area there is a mix of medium density residential with low intensity commercial which blend to make a gradual transition to the beachfront thus contributing to the feeling of an ocean community. On the northern half Palisades Bluffs create a natural division between the beachfront and the upland commercial and residential areas. Although the Central Business District (CBD) borders on the beachfront the conflict in access is minimized by virtue of the Santa Monica Freeway, which is a major route to the beach, passing uninterrupted along the edge of the CBD. The municipal pier is considered the focal point of the beachfront.



RESIDENTIAL
COMMERCIAL
CIVIC CENTER
PUBLIC BEACH PARKING
PRIVATE BEACH PROPERTY
CENTRAL BUSINESS DISTRICT
Private club on State property

Santa Monica State Beach

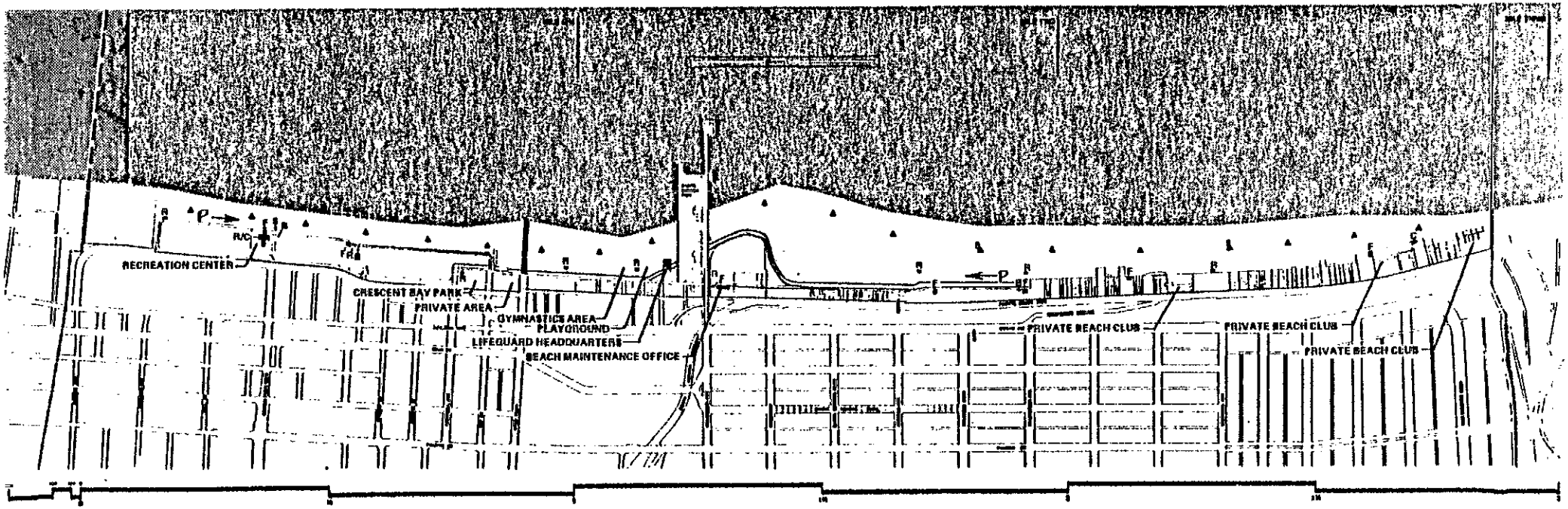
Existing Land Use

RECREATIONAL FACILITIES

The organization of recreational facilities is illustrated on this map and the numbers of facilities, as of 1978, are itemized as follows:

Lifeguard Stations	20
Public Restroom Facilities	11
Dressing Rooms	2
Food and Drink Refreshment Stands	8
Beach Equipment Rental Stands	6
Childrens Playground Areas	3
Grassy Picnic Areas	2
Tumbling Lawn	1
Volleyball Courts	15
Lighted Volleyball Courts	2
Apparatus/Gymnastics Equipment Area	1
Recreation Center	1
Promenade & Bikepath	1
Boat Harbor	20 to 30 Moorings
Pier	Variety of Commercial

Generally these facilities provide a level of service which is appropriate to an urban beachfront. It is interesting to note, although not altogether unexpected, that both facilities and the array of activities generally diminish in intensity as one moves away from the Pier.



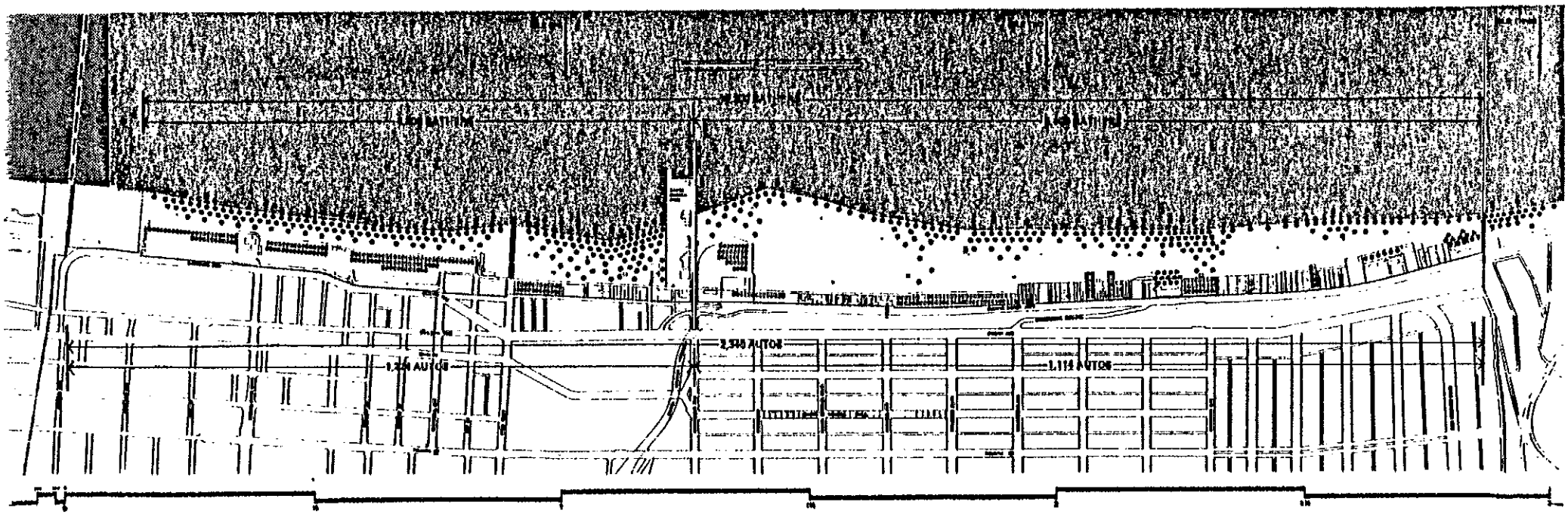
Santa Monica State Beach

▲ LIFEGUARD TOWER
P PROMENADE/BIKEWAY
B BEACH EQUIPMENT CONCESSIONS
R RESTROOMS
C CHANGING ROOM
S SHOWER
F FOOD CONCESSIONS

Recreational Facilities

BEACH USER DENSITY DISTRIBUTION

The map here graphically demonstrates the distribution and density characteristics of people at the beach on one typical hot summer day. Density here is concerned with the number of beach users compared to the available beach space. The density distribution of beach users provides a general comparison of the use of different areas of the beach. The Ocean Park area of the beachfront depicts a more even distribution of beach users as compared to the northern beachfront where the distribution is more staggered. Most parking lots accessible from the Pacific Coast Highway were at capacity, while lots closest to the Southern City Limits were less than 1/2 capacity. The large lot adjacent to the north side of the pier is difficult to reach from both the Pacific Coast Highway and its other entrance, south of the Pier. This lot also appeared to have less than 1/2 of its capacity in use..



Santa Monica State Beach

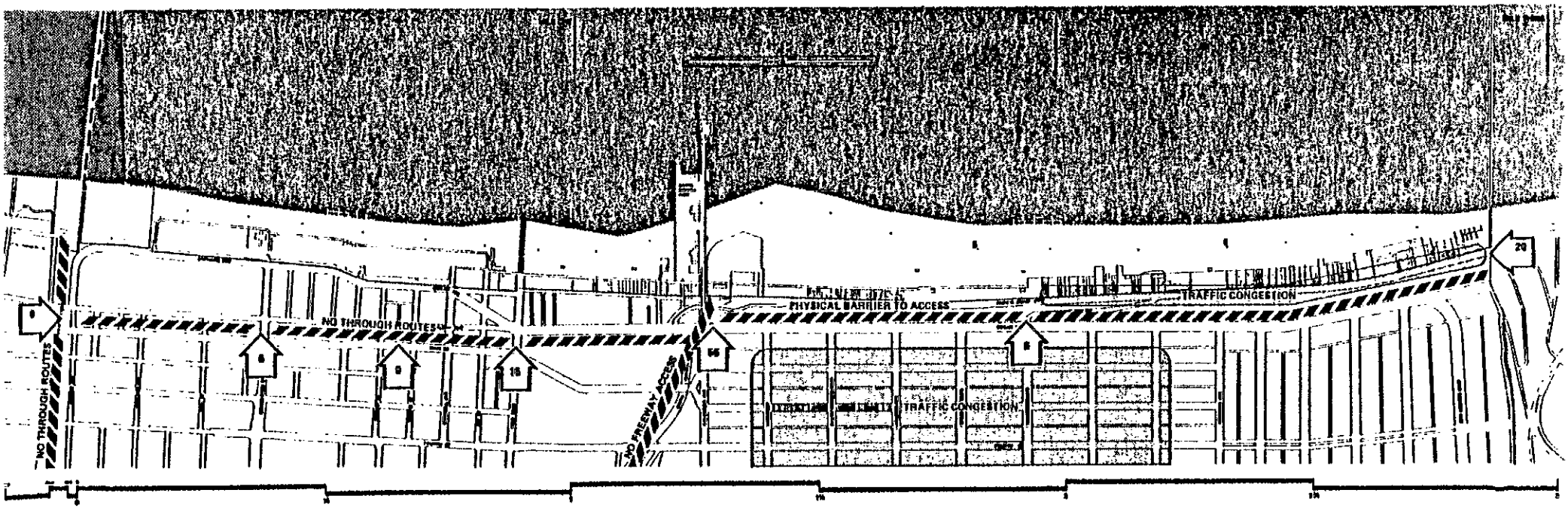
• 25 PEOPLE

1 7 CARS

Beach User Density Distribution

TRAFFIC CONDITIONS

Traffic conditions are primary factors involved in the ability and methods by which beach users reach the beach. The basic methods, or modes of travel, include by car, bus, walking or bicycle. The car is the most often used mode of travel to the beach and the most affected by traffic conditions. However, buses and bicycles must also contend with traffic conditions as well as pedestrians, evidenced by the difficulty in crossing Pacific Coast Highway on foot. Three new overpasses for pedestrians over Pacific Coast Highway should substantially ameliorate this particular problem. This map illustrates some of the local factors affecting travel conditions and ease of travel as well as the distribution of travellers to the beach. In analyzing the map it should also be recognized that since the majority of users of the Santa Monica State Beach come from outside the Santa Monica area, there is a greater reliance on the Santa Monica Freeway which feeds directly into Pacific Coast Highway and thus the beaches. Local streets, therefore, have minor utilization.



Santa Monica State Beach

PHYSICAL BARRIERS TO TRAVEL

OPERATIONAL BARRIERS TO TRAVEL

BEACH ACCESS

100 — PERCENTAGE DISTRIBUTION OF EXISTING BEACH ACCESS

Traffic Conditions

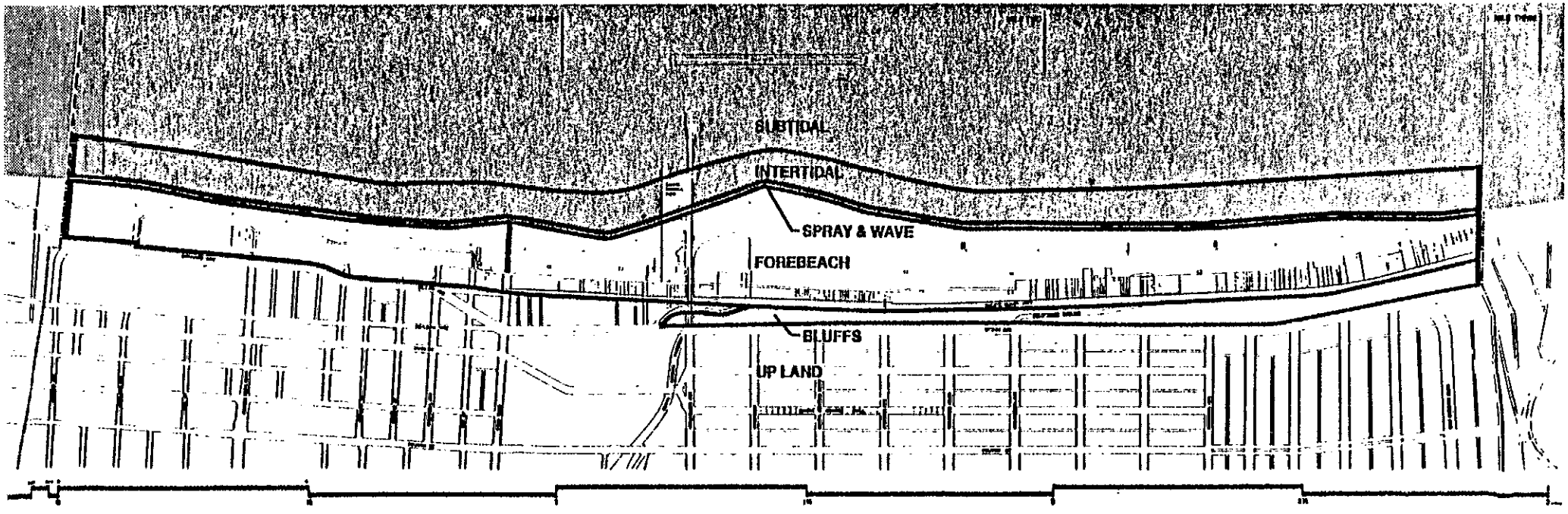
TERRESTRIAL AND MARINE BIOLOGY

The Santa Monica State Beach area can be classified into six life zones that describe their location and inherent ecological characteristics. These zones include:

a. the upland area
b. the face of the bluffs
c. forebeach zone
d. spray and wave zone
e. intertidal zone
f. subtidal zone

The upland, bluffs and forebeach, considered terrestrial areas, have all been altered significantly from their natural states through urbanization. There is little animal activity and the plants are primarily landscaping in the upland area.

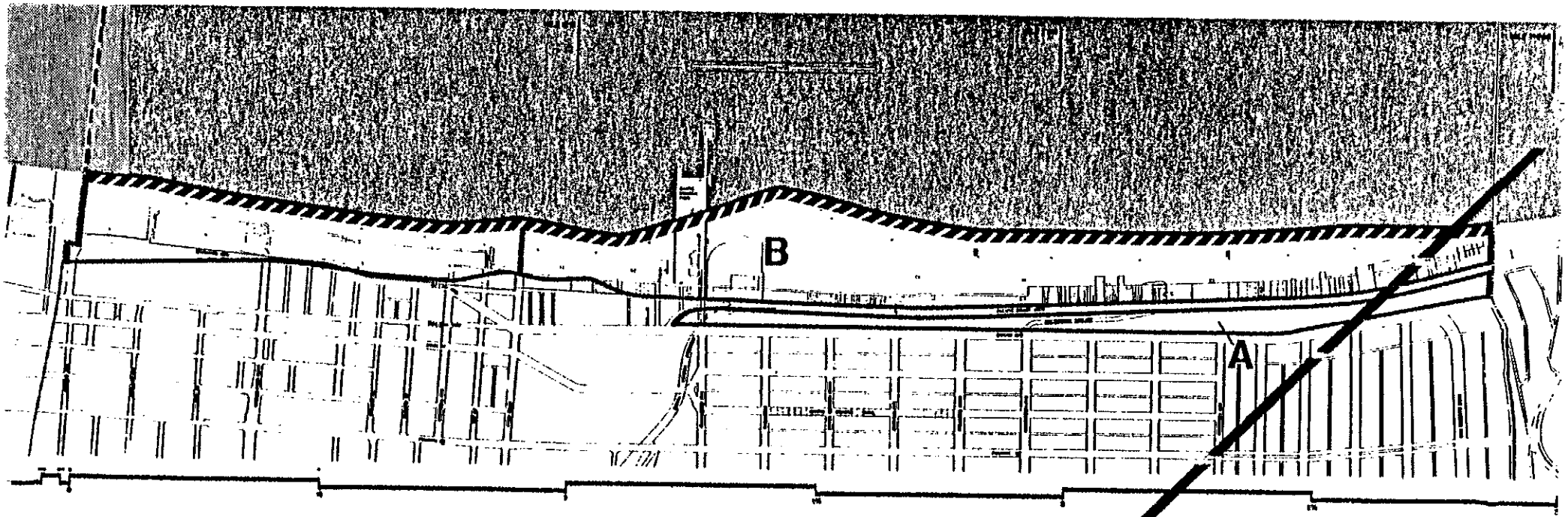
The animal life is somewhat more extensive on the bluffs but the plant life is dominated by eucalyptus and palms, both of which are man-introduced. The natural state of the forebeach would be sand dunes which is prevented through maintenance. The marine areas have been less affected by urbanization although recreational activities do disrupt certain lower type organisms, such as algae, in the spray and wave zone and to a lesser extent affect the crustaceans and molluscs characteristic of the intertidal zone. The subtidal is the most extensive biotic community with a variety of shell fish and migratory fish species.



Santa Monica State Beach

SEISMIC HAZARDS

Seismic hazards can be grouped into two broad categories: Primary hazards which include surface rupture and groundshaking and secondary hazards such as landsliding, liquefaction and the generation of tsunamis and seiches. Data which was developed during studies related to the Seismic Safety Element indicate a potentially active fault, the Malibu Coast-Santa Monica fault crosses the northern part of the city and beach. Although the information is not complete it is sufficient to suggest that only minor groundshaking would occur from this fault and there would be little likelihood of surface rupture. A greater hazard might be groundshaking due to larger, nearby faults such as the Newport-Inglewood fault or the San Andreas fault. The Secondary Hazards would be results of the Primary Hazards and they are indicated on this map by areas effected. In the event of a major earthquake there would likely be landslides along the bluff; liquefaction, which is a condition where sandy soil loses its cohesion and becomes a fluid mass, could occur on the sandy beach and; a tsunamis, which is a large sea wave resulting from an earthquake, could effect the beach as illustrated.



A HIGH LANDSLIDE POTENTIAL DURING SEISMIC ACTIVITY

B POTENTIAL LIQUEFACTION AREA

POTENTIAL TSUNAMI HAZARD, PARTICULARLY IF TSUNAMI AND HIGH TIDE ARE IN PHASE

South Branch of the
Malibu Coast - Santa Monica Fault
This fault was identified in 1976

Santa Monica State Beach

RESOURCE MANAGEMENT AND DEVELOPMENT PLAN

-- Introduction - Framework for Planning

-- Goals & Objectives

-- Standards

-- Policies

-- Planning Actions

-- Land Use Map

3.0 III RESOURCE MANAGEMENT & DEVELOPMENT PLAN

3.1 A. Introduction - Framework for Planning

The framework for planning is composed of five interrelated elements which create a sequence (or hierarchy) of considerations. They are as follows:

Goals & Objectives - These establish ~~desired end products~~ to be reached ~~after plans are carried~~ out;

Standards - These provide general guidelines to measure the adequacy or desirability of a particular proposal or action;

Policies - These establish initial, broad courses of action. Each policy should be flexible enough to provide the basis for developing a variety of more specific actions while still maintaining a basic direction to follow.

Planning Actions - These describe the intent of the policies in more detail. The advantage of separating policies from actions is that the actions can be amended, deleted or new actions added without changing the policies, thereby retaining the continuity of the plan.

Land Use Map - This graphically illustrates and locates where the actions will actually be carried out.

These five elements act together to provide the framework for planning by establishing the desired results through Goals & Objectives and following broad policy and more specific actions to achieve those desired results.

3.2 B. Goals & Objectives

3.2.1 1) Resource Management Goal & Objectives

The ~~goal is to achieve the optimum possible environmental quality of the Santa Monica State Beach~~ and in so doing, prevent deterioration of the natural environment of land, air and water, all within a visual environment that is appropriate and consistent with a public coastal recreational resource.

a) An objective is to mitigate the visual impact of any and all structures and facilities appropriate for public coastal recreation so as to minimize physical or visual barriers to the beachfront and the Santa Monica Pier and emphasize its natural environmental qualities.

b) An objective is to ensure that public health and safety is protected by maintaining and defining standards for public health and safety services, for beach and water recreation use, and for physical design of recreation facilities.

2) Development Goal & Objectives

The goal is to establish Santa Monica State Beach as a public coastal recreation resource responsive to its use by a large segment of the local as well as regional population.

a) An objective is to maintain the Santa Monica State Beach as a public recreational resource. Related recreational opportunities at the beach should be considered subordinate to beach recreation. The mix of activities at the beachfront should reflect the social and economic characteristics of the residents of the City of Santa Monica and of the regional beach user population.

b) An objective is to provide access to the beachfront that encourages its effective use and that responds to: recreation travel attitudes and desires, available regional and city transportation and environmental conditions in the Los Angeles region.

c) An objective is to provide and maintain recreation facilities consistent with the level of usage and level of user's needs, adhering to the remaining objectives of this plan.

d) An objective is to incorporate compatible off-season recreation uses, activities, and facilities into the beach recreation program in order to enhance the recreation potential of the beachfront and create new recreation opportunities.

3.3 C. Standards

3.3.1 1) Recreation Activities & Facilities

a) The beach should be considered a regional recreational facility and part of a local and state-wide beach recreation system.

b) The beach should be viewed as an urban facility.

c) ~~All activities at the beachfront must be compatible with beach recreation~~, the primary activity, and related to it. ~~Activities which should be planned for are~~:

- beach recreation: bathing, swimming, strolling and wading, also surfing, body-surfing and water skiing.
- active outdoor recreation: volleyball, gymnastics, and various games
- passive recreation: social gatherings, family outings, and peer groupings.
- biking and skating
- pier related activities: fishing, strolling, amusements and eating.

d) Extensive boating should not exceed capabilities of the existing breakwater.

e) Compatible wintertime uses are swimming, wading, walking, picnicking, biking, fishing, surfing, active outdoor sports.

f) ~~The following recreation facilities should be considered~~:

- Recreation service areas - incorporating facilities for sanitation (restrooms), changing room, food and beach concessions, outdoor showers, and drinking fountains.
- Promenade and walkway incorporating lighting.
- Outdoor recreation areas incorporating children's playgrounds and facilities for active outdoor sports.
- A bikeway extending the length of the beachfront whose placement and design minimizes conflict between the pedestrian and bicyclist.

new g) was added

g) ~~The broadest array of facilities and services must be avail-~~ able ~~at the beach in order to reflect the socio-economic needs of the~~ regional population.

mended To be 1) h was not deleted.

3.3.2 2) Aesthetic & Design Criteria - It is recommended that specific design and aesthetic standards as well as density and height of facility standards be defined and developed.

This plan has described certain standards and criteria for such items as recreational facilities, parking, landscaping and the Santa Monica Pier. They reflect attitudes of the general public voiced during the execution of this plan, and should serve as a basis from which future efforts on aesthetic and design criteria can be directed.

To reiterate those main concerns: design, aesthetic,density and height standards should:

a) improve the visual quality of the beachfront by emphasizing the natural environment over the man-made environment.

b) provide that any and all facilities are unobtrusive and of high design quality.

c) provide that public development of the beachfront is of lesser intensity than the existing intensity of development.

d) ensure that the visual dominance of the Santa Monica Pier is not obstructed from any observation point.

e) promote design features that enhance safety and mitigate potential and existing unsafe use or misuse of beach facilities and services.

Design review procedures should be established by the Architectural Review Committee of the City of Santa Monica. The following principals of design should be employed:

f) Construction should be minimal but functional.

g) The intensity of grouping of facilities should be subordinate to the intensity of development of the Santa Monica Pier.

3.3 3) Safety - The spatial distribution and location of facilities must mitigate possible unsafe conditions.

a) Parking lots should be buffered from the beach areas and especially from children's playgrounds.

b) Design of the bikepath must minimize the conflict between pedestrians and bicyclists.

c) The scale and design of parking areas should be such that speeding is restricted.

.4 D. Policies - Coastal recreation policies must be utilized to improve the quality of recreation at the beachfront. Their far-reaching impact, when implemented, will create funding sources for beach preservation as well as promote sound environmental, design, and recreation improvement programs applicable to planning for the beachfront.

Funding and operation of the Santa Monica State Beach falls within the responsibility of three government agencies:

- The City of Santa Monica, whose position as delegated operator of the State Beach indicates their responsibilities for maintenance and development of the beachfront and for provision of recreational activities, services, facilities and programs.

- The Los Angeles County Department of Beaches, who has been delegated to provide lifeguard services on the State Beach.

- The State of California Department of Parks and Recreation, whose position of owner of the State Beach indicates their lead responsibility for property under their ownership.

1) These three government agencies must draw upon their own resources and Federal funds for beach related expenditures such as future capital improvements. Therefore, close coordination must be maintained in order to use financial resources equitably.

2) Financial responsibilities and funding sources for operation and development of the Santa Monica State Beach will be determined by the City, County and State.

3) Because of the characteristic of beach revenues, which will allow for operation and maintenance of the beach, major capital improvements must be financed in an equitable fashion.

4) A variety of recreational activity should be maintained, enhanced, and adjusted to best serve and be responsive to changing social and economic values of its diverse present and potential users.

5) Recreation programs and facilities should promote and respond to a utilization of this recreational resource on a twelve month basis.

6) Provision for future improved pedestrian access from the Palisades Park to the northern beachfront should be under continual study until a method is devised to implement it.

7) If beach shuttle services and better public transportation become available, they should be designed to distribute beach users along the length of the beachfront and further so as to minimize concentrated point loads of beach users that diminish recreational opportunities.

8) ~~In order to provide for recreation opportunities that should be available to the metropolitan beach user community, the available~~ recreational capacity at the beach should be utilized. This must be facilitated by improving access to the beachfront, pedestrian, public transit, and vehicular.

9) Parking facilities should be provided which are compatible with the recreational capacity of the beachfront.

10) Accessibility to the Northern Beach Front (Pedestrian, public transit or bicycle) is severely restricted. Relief of these restrictions is a major planning objective. These forms of access should be studied for improvement in such a way as to afford ample use of the northern beachfront.

11) A more beneficial use of the entire beachfront should be provided by making vehicular access to the south and north beaches more responsive to the major travel approach from the Santa Monica Freeway.

12) The land, air and marine environments should be maintained and improved so as to enhance public recreation at the beachfront.

13) The possible adverse effect upon recreational opportunities must be investigated before removing any parking from the beachfront.

.5 E. Planning Actions

.5.1 1) Definition of Territorial Limits - The State Beach includes all state owned property to the mean high tide line westerly of the Pacific Coast Highway, Appian Way, Ocean Avenue, and Barnard Way.

.5.2 2) Public Coastal Recreation Zones - It is recommended that the Study Area be designated a Public Coastal Recreation Zone. Three sectors pertaining to the appropriate and permissible use of land should be designated within this zone:

a.) The Primary Beachfront Sector - A primary beachfront of 200-foot depth from the mean high tide should be established in which no permanent structures should be allowed and only moveable lifeguard towers could be placed.

b) The Secondary Beachfront Sector - A secondary beachfront should be established from the Primary Beachfront Sector to the westerly boundary of private property lines or 500 feet from the mean high tide line, whichever comes first in which the natural characteristics of the sandy dry tidelands should be predominant and the permitted facilities are those public facilities associated with beach recreation. Examples of such uses are walkways, bikepaths, parks, restrooms, food and beach concessions, changing rooms, picnic areas, outdoor sports areas, public parking.

c) Public Recreation Sector - ~~The remaining sector of~~ the Santa Monica State Beach ~~should be designated a Public Recreation Sector. This sector should include all public property between the Secondary Beachfront Sector and the public thoroughfares~~ (Pacific Coast Highway, Appian Way, Ocean Avenue and Barnard Way) bounding the Study Area and the Santa Monica Pier. In addition to those uses permitted in the Primary and Secondary Beachfront Sectors, ~~public coastal and recreation related uses could be permitted by the City. Examples of such uses are public recreation centers~~ (such as the recreation center in Venice) ~~providing recreation opportunities to the elderly, teenagers, and families.~~ Commercial-recreation facilities in keeping with the character and type of facilities at the Santa Monica Pier (such as amusement facilities and small eating establishments) could only be permitted near the pier along the promenade from Crescent Bay Park to the existing beach maintenance yards.

.5.3 3) Access & Transportation Facilities - Recommendations for access and parking constitute an essential and critical element in assuring the accessibility of the Santa Monica State Beach to use by the regional population. It is recommended that certain traffic control measures be instituted immediately and that a parking option be considered. Additionally, recommendations for future beach shuttle and public transit facilities are addressed.

a) Traffic Control Measures - In order to better control use of existing parking lots, re-signing of the Lincoln Boulevard offramp of the Santa Monica Freeway should be immediately requested by the City. The sign should indicate "Santa Monica State Beach South" and proper signing of this access system to parking lot No. 2600 should be made in the City. The recommended route is Lincoln offramp to Lincoln Boulevard, Pico Boulevard, Ocean Avenue and Barnard Way. Parking lot turnover analysis has shown this measure is possible and will improve the use of the Ocean Park parking lot.

Additionally, a program should be immediately established with CALTRANS so that when parking lots are full along the Coast Highway or the Coast Highway is congested, the Freeway Condition Boards on the Santa Monica Freeway can transmit a message, such as: SANTA MONICA STATE BEACH..... USE LINCOLN OFFRAMP.

The recommendation for parking is presented as an option to be retained by the City to implement under certain conditions. Given existing recreation travel habits and reliance upon the automobile, as well as the physical configuration of the Palisades Bluffs and highway access near the Santa Monica beachfront, parking is an essential recreation facility. The following parking option is placed in the perspective of its effect on air quality, of its effects on recreational vehicle miles along the Pacific Coast Highway, and of its effect upon congestion.

b) Parking Option: ~~This option presumes that increasing the number of parking spaces available at the beachfront is not possible because of air quality control programs.~~ In this case, it is recommended that parking access be distributed between the beachfronts accessible by northbound traffic on the Pacific Coast Highway (which are currently underutilized) and the beaches accessible from the Ocean Park area and southbound Pacific Coast Highway traffic. Parking lot usage studies indicate that 900 bays should be transferred in order to achieve this equilibrium.

Congestion on Pacific Coast Highway, caused by numerous left-hand turn movements to heavily used or closed lots, will be alleviated by the relocation of parking. This will result because the relocation will more adequately correspond to recreational travel demand and accommodate the traffic patterns in this area. In conjunction with this relocation left-hand turn movements will need to be properly controlled and also loading and unloading zones for beach users will need to be provided. These loading/unloading zones should be designed to facilitate easy entrance and exit to lots to allow a workable alternative to parking.

5.4 4) Recreational Facilities - ~~It is recommended that recreational facilities and services be oriented to both summertime and wintertime use of the beach. Furthermore, it is recommended that the facilities to be considered be appropriate to the varied user population of the~~

Santa Monica State Beach, ~~reflective of their age groups, lifestyles, and socio-economic characteristics.~~ Criteria are presented here and in Section 3.3.1 of this volume with which decisions can be made in order to determine the need and locational parameters of each facility. Design, density and visual criteria governing the construction of such facilities are elaborated in Section 3.3.2 of this Volume.

Provision of the following facilities is recommended.

a) Lifeguard Services - With the demolition of the Pacific Ocean Park Pier, one lifeguard tower will be necessary at that area of the beachfront. The placement of this tower should be within the Primary Beachfront Sector and 600 feet from the last existing tower.

b) Bikeway - The bikeway presently approved by the Santa Monica City Council is a vital link in the regional coastal bikeway plan from Palos Verdes to points north. Extending the bikeway to Will Rogers State Beach is recommended.

c) Extension and rerouting of the Promenade on the North Beachfront - The promenade should be rerouted from the existing location between the Santa Monica Pier and parking lot 1060 to a location approximately 250 feet from the Pacific Coast Highway to better serve the excessively deep beach at that location. This rerouting will allow for picnic areas and buffers to the parking lot to be installed.

The extension of the promenade should be considered from lot 1060 northward. This extension should be phased to accommodate pedestrians from the Montana Avenue Overpass when it is completed.

Lighting must be provided along the promenade.

d) Recreation Service Areas - It is recommended that restrooms, changing rooms, food and beach concessions, drinking fountains and outdoor showers be grouped together in a recreation service area. The placement of these areas should occur approximately every 1000 feet the length of the beachfront, in the Secondary Beachfront Sector and accessible from the promenade or a walkway as well as from the sandy beach. The sequence of creating new facilities and recreation service areas should coordinate extending services to underserviced areas and beach user distribution changes in time.

The visual character of these facilities should be of low profile and unobstructive. Mobile, and temporary structures could be incorporated into the area if the facility will not operate on a year-round basis.

Year-round use of the recreation service areas can be expected, however, if wintertime use of the beach is encouraged and recreation opportunities are provided.

e) Outdoor Recreation Areas and Children's Playgrounds - It is recommended that outdoor recreation areas and children's playgrounds be approximately 3000 feet apart and in the Secondary Beachfront Sector. This allocation should enhance beach recreation with non-consumptive beach related activities and promote wintertime use of the beach. Facilities that should be provided in these areas include volleyball courts, playground equipment and other outdoor sports equipment that can be installed on the sandy beach.

It is additionally recommended that outdoor recreation equipment be utilized on unused parking lots during the off-season.

f) Picnic Areas - It is recommended that picnic facilities be installed the length of the promenade and at the edges of parking lots on the sandy beach. These facilities (tables, barbecue pits) will provide a recreational opportunity that is lacking in great measure at the present time and encourage off-season use of the beachfront.

.5 5) Landscaping & Parks - It is recommended that all parking lots at the beachfront be landscaped in order to minimize the objectionable qualities of their appearance at the beachfront.

Particular and immediate attention should be given to Parking Lot No. 2600 in the Ocean Park area. As residents of Ocean Park pointed out at the community meetings held pertaining to this plan, landscaping and relining of this parking lot will have the immediate effect of minimizing dangers created by its misuse by speeders and mitigating the effects of a wide expanse of blacktop incongruous with the beachfront area. Parking lot demand studies corroborate that the parking potentially lost from landscaping is presently unused and not detrimental to parking demand.

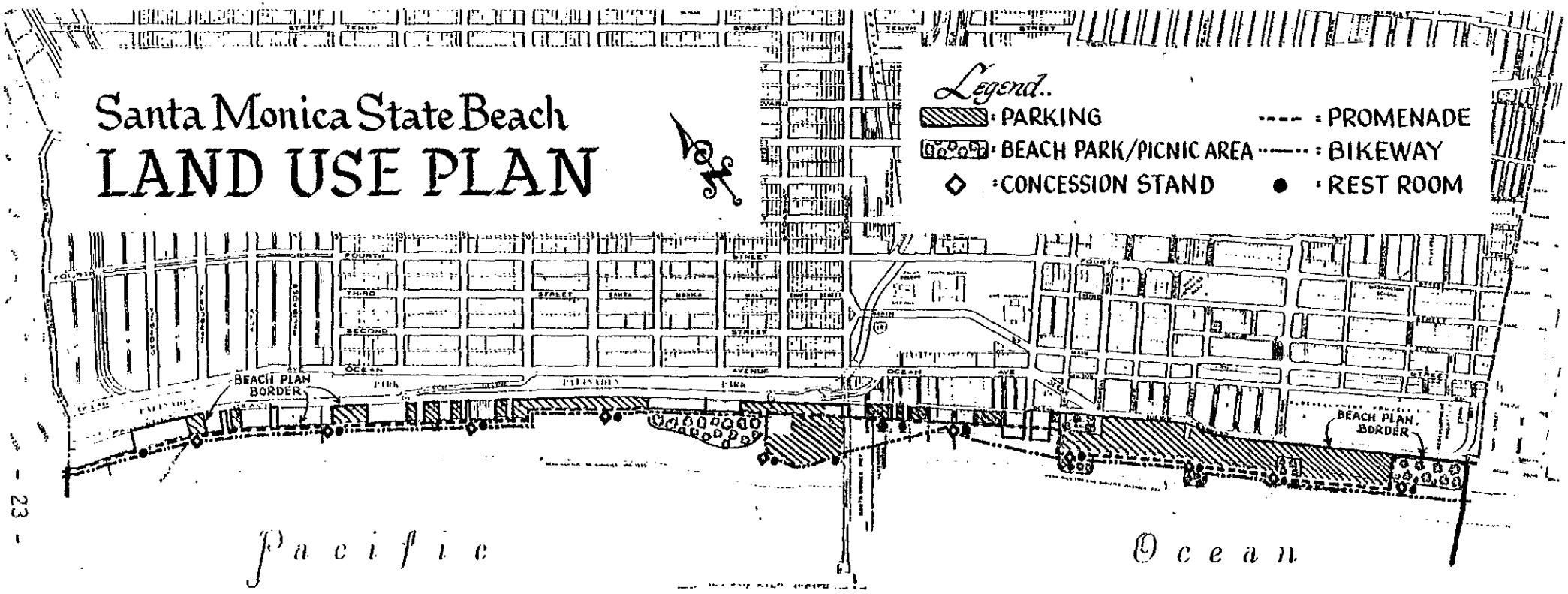
The landscaping techniques that are recommended will act as buffers between the promenade, bikepath and parking lots and provides benefits of safety. The vegetation utilized should be that sort of vegetation natural to the coastline.

.6 6) Santa Monica Pier - The Santa Monica Pier is the visual and activity focal point of the beach. Economic development and architectural studies of the pier are currently in progress and the structural foundations of the pier have been repaired. Its present unrealized qualities should be enhanced and its unique character be protected and preserved. As the pier is an integral part to use of the beachfront, its wintertime use characteristic should be able to encourage off-season use of the entire beachfront, as the pier can become part of the total recreation visit. Its visual identity and recognition from the Pacific Palisades, and highway approaches should not be obstructed.

.5.7 7) Breakwater - The Santa Monica breakwater is in a major state of disrepair. Because of the environmental impact of the breakwater on the entire Santa Monica Bay, it is recommended that the breakwater be preserved in its present state. Further deterioration must be controlled and measures implemented to stop that deterioration.

It is not recommended that the breakwater be repaired to its original state nor expanded beyond that limit. If the breakwater were repaired or expanded, littoral sand movement would be effected along the Santa Monica Bay, having an adverse environmental effect on the coastline. Secondly, repair of the breakwater would incur economically infeasible dredging costs.

The number of moorings should not be increased to more than 200 moorings, the present capacity of the breakwater. A small craft facility of larger size would adversely affect beach recreation use and capacity and create access problems.


Santa Monica State Beach
LAND USE PLAN
Legend..
PARKING
BEACH PARK/PICNIC AREA
CONCESSION STAND
PROMENADE
BIKEWAY
REST ROOM
BEACH PLAN BORDER
BEACH PLAN BORDER
Pacific
Ocean

ENVIRONMENTAL IMPACT REPORT

ENVIRONMENTAL IMPACT REPORT

A. Project Description

The Santa Monica State Beach Resource Management and Development Plan is intended to function as a decision making guide which will clarify and direct the ongoing processes of the development and maintenance of the recreational potential of the Santa Monica Beach. For a description of the area refer to the 2nd section of the plan, Existing Conditions on pages 4-11. The Plan is composed of Goals and Objectives, Policy Positions and Planning Actions which interrelate to achieve the function described. The analysis of environmental impact here focuses on the planning actions since they provide the most detailed and therefor the most measurable aspects of the project. Although it should be recognized that this is an environmental overview in conformance with CEQA guidelines pertaining to General Plans and that more detailed environmental assessments would be necessary when a particular planning action is implemented.

The Planning Actions include the following considerations:

- the establishment of three recreational zones each of which would have a different level and type of development allowed.
- provisions to improve access including certain types of signs on the Santa Monica Freeway and local streets and the rearrangement of existing parking.
- provisions for a variety of recreational opportunities including extension of the bikepath and promenade, centralized service areas providing a range of facilities such as restrooms, concessions and outdoor showers, singular purpose areas such as volleyball courts and children's playgrounds, and picnic areas with tables and barbecue pits.
- the landscaping of parks and parking lots in the beach area to improve the appearance of the beachfront.
- the continued development of the pier both in terms of aesthetics and commercial activities.
- the maintenance of the breakwater and a limitation of the number of moorings in the harbor.

B. Environmental Impact of Planning Actions

The discussion of impacts, both beneficial and adverse, is arranged according to the following five characteristics of the environment:

1) Terrestrial Environment: Potential areas for vegetation growth and wildlife habitat will be created with landscaped parking lots. The wintertime use program may inhibit the growth of plants if the number of users is great enough to generate foot traffic which would trample plant growth. Reallocated parking may create habitat potential where the lot is removed, but will reduce the area available for habitat where the new lot is constructed.

Since the existing terrestrial biology at Santa Monica State Beach has been disturbed already through a long period of time, any adverse impacts of the plan may be judged insignificant. The plan will maintain the existing biological conditions for the most part and enhance those conditions in the areas of landscaped parking lots.

2) Marine Environment: Since the breakwater is in a state of deterioration, preservation of the existing breakwater will require some repair in order to halt further deterioration. Construction activities at the breakwater will impair or destroy some or all marine life existing on or near the breakwater and will decrease water quality in the proximate area. The effects of the breakwater on the dynamics of littoral drift and on the physiography of the ocean bottom apparently have stabilized so that neither excessive deposition nor erosion presently occurs. To maintain the breakwater in its existing state is to maintain this stabilized condition.

The overall impact of the plan on the marine environment is to maintain it in its present state. As documented previously, the existing marine environmental dynamics are not completely characteristic of a natural coastal setting, rather they reflect a history of heavy use by a large urban population. Although the plan does not improve the condition of the marine environment, the plan does prevent its further deterioration.

3) Atmospheric Environment: Increased recreational facilities and preservation of the existing breakwater will degrade local air quality and increase noise levels during construction. Traffic control and landscaped parking lots will improve air quality and reduce vehicle miles travelled (VMT). Landscaped parking lots will filter particulates and, to a lesser degree, gaseous pollutants. Traffic control will also reduce traffic-generated noise by reducing traffic volumes and landscaped parking lots will act as psychological barriers to noise if not complete physical barriers.

The overall impact of the plan on the atmospheric environment depends on regional air quality analysis and planning. Whereas if additional parking were allowed it would likely increase the regions VMT by permitting more people to drive to the beach, or it could also decrease VMT by discouraging recreational travel to a beach farther away. Only regional analysis is appropriate to this kind of impact evaluation. In any event the plan precludes any additional parking at the beach which will contribute to the deterioration of air quality.

4) Man-Made Environment: The increased demand on infrastructural systems by increased facilities is insignificant given the types of facilities, their relatively low requirements, and the ready availability of infrastructures.

One of the most pressing problems of the beach is the congestion on streets serving the beach. The impacts of the plan are all beneficial with respect to transportation with the exception of the increased transportation demand generated by the wintertime use program. This demand will not overburden the systems capability, however.

The improved transportation system is the most significant impact on the man-made environment.

5) Recreational Environment: The only adverse impacts on the recreational environment are those caused by the increased demand on recreational facilities. The purpose of the plan is to maintain and enhance the study area as a beach recreational resource. By improving access to the beach and recreational opportunities on the beach, the recreational environment is improved.

Since recreational facilities are intended for use, the impact of use on those facilities is insignificant. The plan as a whole improves access to the beach and recreational opportunities on the beach.

Summary of Impact: In consideration of all the elements discussed the beneficial impacts would seem to outweigh the adverse impacts posed by the plan. Additionally there does not appear to be any singular element of the plan which would present a significant adverse environmental impact.

C. Adverse Effects Which Cannot be Avoided if the Plan is Implemented:

- reduction of potential biological habitat and open space where new facilities are constructed.
- increased demand on infrastructural and social service systems by increased facilities and programs.
- temporary increases in noise and dust during construction.

D. Mitigation Measures Proposed to Minimize the Impact:

- Undesirable noise levels can be mitigated by barriers such as a solid wall next to the road to attenuate noise on the beach. A wall next to the road need only be as high as the height of automobiles to block auto-generated noise.
- Extensive planting provides a psychological barrier to noise.
- Impacts of construction of new facilities on biota can be minimized by providing footpaths through planted areas, and by prohibiting plowing and groundwater removal in native habitats.
- Impacts of facilities on scenic views can be minimized by good siting and design which can also facilitate efficient, economic use of infrastructures.
- Degradation of local air quality can be minimized by extensive planting of vegetation to filter particulate and gaseous pollutants.
- To minimize the temporary adverse impacts of construction on the beach, contracts with construction firms should require noise and dust abatement programs.

E. Alternatives to the Proposed Actions:

There are a myriad of alternative actions which could be considered including no action, an increase or a decrease in the degree or intensity

of individual actions. Essentially this could include more or less landscaping, an increase in recreation facilities, or a decrease in them or a change in the amount of development suggested on the Pier and other areas. The most significant changes would appear to be an increase in the amount of plan parking and also an expanded version of the breakwater and harbor. The adverse impacts of these alternatives have already been described.

F. The Relationship Between Local Short-Term Uses of The Environment and the Maintenance and Enhancement of Long-Term Productivity:

The Beach Plan attempts to reach a balance between short-term recreational uses and long-term beach productivity by providing for the immediate and specific needs of the diverse user population while enhancing the long-term opportunities for recreation and open space.

G. Irreversible Environmental Changes Which Would be Involved Should the Proposed Plan be Implemented:

No action of the plan is completely irreversible. Although some actions do require a long-term commitment of the environment to certain uses.

H. The Growth-Inducing Impacts of the Proposed Plan:

The plan will increase the recreational potential of the Santa Monica State Beach and can be expected to induce some growth in the community. The major impact of the beach has already been felt, however, in the growth of the City of Santa Monica.

V GLOSSARY

Access: Access may generally be defined as accounting for all those factors which contribute to or disrupt the ability of people getting to and from the beach. This includes the modes of travel such as cars, buses, bikes and walking; the roadways, bikepaths and footpaths and also the availablity of parking.

Bays (parking) A bay is a designated space for parking a car. The capacity of a parking lot is determined by the number of bays it contains or has the potential for containing.

Beach Recreation: It is difficult to establish what constitutes beach recreation unequivocally. Certain activities appear to be obviously beach recreation such as surfing, swimming, wading, water skiing, and sunbathing. But all of these activities can be performed elsewhere although not necessarily with the same quality. Even surfing has been artificially created in swimming pools. Volleyball, biking, and other activities are commonly found at the beach although they could be enjoyed elsewhere. Because of these variables there cannot be a precise list of activities which are clearly beach oriented to the exclusion of other activities. The city must make these determinations as conflicts arise. Although it is presumed that the activities described here and referenced in the plan would generally be accepted as beach related recreation.

Capital Improvements: generally refers to the physical improvements a city makes for public welfare including such things as streets, water and sewer lines, parks, bikepaths or various structures for public use.

EIR: environmental impact report is an analysis of what impacts will likely occur to various factors in the environment due to a particular development. Factors may include air and water quality, traffic generation, affect on view or disruption of biological features. The requirements of an EIR are described in the California Environmental Quality Act of 1970.

LCP: Local Coastal Program is defined in the California Coastal Act of 1976 as a program prepared by local jurisdictions according to the stipulations of that act.

Littoral Sand Movement: The movement of particles, typically sand, along a seashore which varies with the direction of the water currents.

Mean High Tide: The high tide line refers to the average of the highest points to which the ocean rises or the furthest inland it goes on the beach during a tidal cycle of one day. This may vary from day to day depending on the gravitational forces which are acting on it.

Moorings: a buoy or other structure in the water anchored to one spot, to which a boat may be secured or tied.

Marine Biology:

a) crustacians: a large class of marine animals including shrimps and crabs and also water fleas and barnacles.

b) molluscs: a large group of marine invertebrate animals that include snails, mussels, octopuses and related forms.

Recreational Capacity: generally the capacity of a recreational facility to accommodate people or its use. The actual amount depends on the standard employed which in turn reflects the quality of use that users expect. An example is a common standard used by the California Department of Parks & Recreation which is a minimum of 100 square feet of sand on the beach for each person. A density of people on the beach which exceeds this would cause a crowded or uncomfortable condition. In contrast higher numbers of people on a facility such as the pier may actually contribute to the carnival ambience enjoyed by many.

Santa Monica State Beach: generally includes that area owned by the State Department of Parks & Recreation and managed by the City of Santa Monica including the sandy beach, the parking lots and various portable and fixed facilities such as the bikepath or concession stands.

Visual Environment: Generally within the context of the beach area, the visual environment encompasses two aspects: 1) the view which may be enjoyed from the land areas such as the bluffs, the beach or the pier towards the ocean and accounts for the factors which may disrupt or obstruct this view. 2) The total visual effect which may be enjoyed from one spot by sensing all the surrounding area including the man made features such as the structures, the pier or the roadway as well as the natural features such as the ocean, the sandy beach or the bluffs and the blending or co-existence of these features. Once again this total visual effect also accounts for the factors which contribute to or detract from its enjoyment.